Near Westside Neighborhoods and University Avenue Transportation Study

1. Based on the map provided, please indicate where you live:

		Response Percent	Response Count
I live outside these areas		0.0%	0
Area A - Village of Shorewood Hills		0.0%	0
Area B - University of Wisconsin-Madison Campus		0.0%	0
Area C - Greater Regent Neighborhood Area		0.0%	0
Area D - West Madison/Middleton		**100.0%**	**253**
Area E - Southwest Madison/Verona		0.0%	0
Area F - South Madison/Fitchburg		0.0%	0
Area G - Madison Isthmus		0.0%	0
Area H - East Madison/Monona		0.0%	0
		answered question	**253**
		skipped question	**0**

2. Based on the map provided, please indicate where you work:

	Response Percent	Response Count
I do not travel for work purposes	16.6%	42
I work outside of these areas	6.3%	16
Area A - Village of Shorewood Hills	4.7%	12
Area B - University of Wisconsin-Madison Campus	**29.6%**	**75**
Area C - Greater Regent Neighborhood Area	6.7%	17
Area D - West Madison/Middleton	13.8%	35
Area E - Southwest Madison/Verona	3.2%	8
Area F - South Madison/Fitchburg	2.8%	7
Area G - Madison Isthmus	13.0%	33
Area H - East Madison/Monona	3.2%	8
	answered question	**253**
	skipped question	**0**

3. How do you travel the University Avenue/ Campus Drive corridor?

	Daily	A few times per weeks	A few times per month	Rarely / never	Rating Count
Personal motor vehicle to/ from work	**39.4% (76)**	19.2% (37)	16.6% (32)	24.9% (48)	193
Personal motor vehicle errands/ other travel	21.5% (45)	**53.6% (112)**	23.4% (49)	1.4% (3)	209
Metro Transit or other shared ride	17.0% (28)	15.8% (26)	18.2% (30)	**49.1% (81)**	165
Bicycle	12.6% (23)	16.9% (31)	26.8% (49)	**43.7% (80)**	183
Pedestrian/ Wheelchair	4.3% (6)	6.4% (9)	17.0% (24)	**72.3% (102)**	141
				answered question	**252**
				skipped question	**1**

4. Please prioritize the MOTOR VEHICLE concerns associated with the University Avenue/ Campus Drive Corridor.

	Major Concern		Agree it is an Issue		Not a Concern	Rating Average	Rating Count
Too much congestion along the corridor during rush hours	25.4% (60)	16.5% (39)	**36.0% (85)**	15.3% (36)	6.8% (16)	2.61	236
Travel speeds are too fast	9.0% (21)	9.0% (21)	17.1% (40)	26.9% (63)	**38.0% (89)**	3.76	234
Difficulty crossing or making a left turn on to Univeristy Avenue from an unsignalized intersection	22.4% (53)	19.4% (46)	**28.7% (68)**	15.6% (37)	13.9% (33)	2.79	237
Difficulty turning left off of University Avenue to a side street or driveway	11.9% (28)	15.7% (37)	**28.0% (66)**	24.6% (58)	19.9% (47)	3.25	236
Congestion at major intersections (Midvale Boulevard, Shorewood Boulevard, University Bay Drive/ Farley Avenue, etc.)	20.9% (50)	21.3% (51)	**29.7% (71)**	21.3% (51)	6.7% (16)	2.72	239
					answered question		**250**
					skipped question		**3**

5. Please prioritize the NEIGHBORHOOD TRANSPORTATION concerns associated with the University Avenue/ Campus Drive Corridor and the neighborhoods north and south of it.

	Major Concern		Agree it is an Issue		Not a Concern	Rating Average	Rating Count
Difficulty crossing University Avenue/Campus Drive for bicycles and pedestrians.	23.8% (54)	21.6% (49)	**26.9% (61)**	13.7% (31)	14.1% (32)	2.73	227
Missing east-west bicycle and pedestrian connections (for example between University Bay Drive and Shorewood Blvd)	**31.0% (70)**	19.9% (45)	23.5% (53)	9.3% (21)	16.4% (37)	2.60	226
Missing north-south bicycle and pedestrian connections (for example between the Southwest Path and the Blackhawk/West Campus Path)	**24.8% (55)**	20.3% (45)	24.3% (54)	12.2% (27)	18.5% (41)	2.79	222
Use of neighborhood on-street parking by daily commuters	5.8% (13)	13.0% (29)	22.4% (50)	22.9% (51)	**35.9% (80)**	3.70	223
Use of neighborhood streets to bypass congested roads or intersections (cut-through traffic)	10.2% (23)	13.7% (31)	**30.5% (69)**	21.7% (49)	23.9% (54)	3.35	226
					answered question		**236**
					skipped question		**17**

6. If you drive University Avenue/ Campus Drive regularly, please check all that apply:

	Response Percent	Response Count
I avoid University Avenue during rush hour by not driving during that period.	32.0%	70
I avoid University Avenue during rush hour by using local neighborhood streets.	25.6%	56
I choose to travel by foot, bike, or bus to avoid University Avenue traffic during rush hour	29.2%	64
I do not (or can't) avoid University Avenue during rush hour.	**45.2%**	**99**
	answered question	**219**
	skipped question	**34**

7. Please indicate your opinion regarding improvements to mobility along the University Avenue/Campus Drive corridor.

		Response Percent	Response Count
Modifications are not needed along University Avenue.		12.2%	30
Small modifications are needed along University Avenue to address growing congestion, maintain mobility, and manage impacts on adjacent neighborhoods.		**69.8%**	**171**
Major modifications are needed along University Avenue to address growing congestion, improve mobility, and reduce or reverse impacts on adjacent neighborhoods.		18.0%	44
		answered question	**245**
		skipped question	**8**

8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

	Response Count
	100
answered question	**100**
skipped question	**153**

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

1	Modifications are needed in DISCOURAGING traffic and motor commuting through Univ Ave/ campus drive, not to facilitate it! Free parking for commuters should be made available on side streets 1-2 miles away from campus, e.g. west side around DOT, around Hilldale, Sheboygan, people could then take the bus downtown (have a cheaper commuter fare or card, or shuttle, between say Midvale and downtown). Currently, lots of univ people sneak in these parking lots and take advantage of the frequent buses on sheboygan or univ ave to go to work.	May 6, 2013 9:57 PM
2	I love the bike path. However, I would like the bike path to go straight rather than curve up into Doctors Park. I don't mind going past the Shorewood pool. There is a hill, danger of cars on Univ. Bay Dr.	Apr 30, 2013 7:26 AM
3	Crossing University at Deming is a death-wish. I live South of University and need to get North of University to the Middleton business park for work. Using the Pheasant Branch Trail is way out of my way, and still requires me to cross at Parmenter St, which does not have a bike lane. Please work with Middleton to make this area more bike friendly.	Apr 22, 2013 12:52 PM
4	The following would be extremely helpful: 1. Increase pedestrian signal time at the intersection of University/Midvale. One can barely make it across at a steady pace. A serious issue for those with mobility problems and kids. 2. Move bus stops 1/2 block - 1 block in either direction. They are too close to the intersections and block traffic, especially left turn traffic. Applies mainly to University/Midvale. 3. Increase traffic patrols. Speeding has become a serious issue. 4. Investigate the need for stop signs in residential neighborhoods. On a personal note, I have requested stop signs at the intersection of North Meadow Ln and Lucia Crest. It is at the top of a hill and drivers seeking shortcuts often speed with reckless disregard. That intersection is a school bus stop and can be very dangerous, especially in the a.m. hours. 5. Move street parking 1/4 block away from street corners. I see cars parked on the corner during peak hours. 6. Open up a few more streets for unlimited parking. For instance, there is no need for a 2 hr time limit on Meadow Lane. 7. Open up the back lot of city documents building/crime laboratory (4800 block of University) to park&ride. This lot is often vacant and a bit of new asphalt could accommodate many drivers. In general, find additional park&ride lots on either end of University. Thanks Joe Peters North Meadow Ln.	Apr 22, 2013 7:20 AM
5	Connecting the multi-use path from Univ Bay Drive to Shorewood Blvd would be a much safer and used option for both peds and bikes than adding a skinny bike lane on Univ Av.	Apr 17, 2013 6:03 AM
6	Please do not continue to make traffic lanes narrower and unsafe for cars to add bike lanes for a few bike commuters. I think most bikers are happy with the bike path, (I am) just complete the sections missing and maybe a path on Campus Drive. Please do not make lanes so narrow that trucks and city buses can't maintain their lane, like at the end of Campus Drive by the engineering school as you transition to Johnson St. People that are unfamiliar with this road never stay in their lanes. Do not continue to put manhole covers in the tire lane, the last section of University just completed is terrible. I know pedestrian safety is important but lets not forget this road is needed by a lot of cars. Also let's limit the number of these new turn lane arrows, I think everyone would be better	Apr 13, 2013 2:24 PM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

	served by moving the traffic through at busy times which may correct alot of issues.	
7	University Avenue needs modern access management. Most driveways should be closed, access should be from side streets and rear if feasible. Intersections should be right-in, right-out with dedicated u-turns at signals for drivers wanting to head the opposite direction. Throughput on the roadway would be greatly enhanced by proper access management without a need for highway expansion. Pedestrians and bikers would be safer, too, because traffic flow would be more predictable. Rear end accident rates would drop considerably. Consideration should also be given to restricting University Avenue at Allen Boulevard. Let traffic backups caused by non-city residents occur outside the city, and pace access into the city. Finally, the city should consider issuing parking permits for on-street parking. Permits should be free for residents but should cost non-residents a fair sum per month to discourage commuting from distant communities into the city by car and parking in urban neighborhoods.	Apr 10, 2013 9:07 PM
8	Why is there a bicycle lane on both sides of University Avenue when there is a very nice, safe, paved bike path adjacent to the street? Bikers should avoid the street and use the bike path, it is especially dangerous for bikers on the bridge between Whitney Way and Segoe. (I am a biker myself)	Apr 10, 2013 11:02 AM
9	Two spots when I bike that are difficult on bike path. 1. Crossing at University Bay Drive 2. Crossing at Highland Ave	Apr 10, 2013 7:21 AM
10	I would love to use bike and bus if bike safety is improved and Madison Metro schedule is increased in frequency.	Apr 9, 2013 6:27 PM
11	Although the traffic is heavy on University Ave. and Campus Dr., for the most part, it moves pretty well. The most frustrating thing for me is when cars are lined up on University, waiting to turn into Starbucks.	Apr 9, 2013 4:47 PM
12	University Ave should be 3 lanes both directions from Allen Blvd East including bridge	Apr 9, 2013 2:01 PM
13	A north Beltline would have reduced University Avenue traffic. But no that road was redone, but not made efficient as they lowered the speed limits.	Apr 9, 2013 11:26 AM
14	I am retired but did travel U Ave. daily when I worked on the Square for many years. The traffic IS faster during rush hour, but slowing it down at those times would be a mistake. It should be slower during the mid-day periods. My major beef was the bike route into Middleton. At the time Old Middleton Road was too dangerous, and I enjoyed the route through Shorewood and by the Lake. The big problem was getting INTO Middleton. At the time, there was "right on red" which meant drivers DID NOT slow down or stop at the top of Allen BLvd. They would whip around without seeing that someone was at the crosswalk, and trying to WALK their bike across on the Walk sign. The last time I did it, the car that almost creamed me stopped a mere few inches before me. I did protest to Middleton PD, but they were not in charge of that area, Madison was (and they were never visible that far from the center of the city.) MiPD did track the man down by his vanity plate I noted, and gave him a stern lecture. But after that I gave up biking to work. The large round sign for the Chinese restaurant may	Apr 9, 2013 10:16 AM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

	have obstructed his vision somewhat, so that might be one thing to look at, but this is far outside the zone you're looking at.	
15	Commuter express buses, e.g. from Greenway Station in Middleton to the UW Campus & downtown might reduce the number of cars on University Ave & Campus Drive.	Apr 9, 2013 9:44 AM
16	expanding the left turn lane from eastbound University on to University Bay dr would reduce a lot of congestion and dangerous traffic situations from bypassing traffic.	Apr 9, 2013 8:59 AM
17	If I'm not mistaken, wasn't this portion of University Ave. already under construction last year? If so, why weren't these concerns dealt with at that time? And, if not, WHY wasn't this portion dealt with at that time? Very frustrating.	Apr 9, 2013 8:26 AM
18	Better public transportation, light rail for instance, could improve the congestion and speed issues without adding more lanes to University Avenue and changing the character of the Segoe Road to Breeze Terrace neighborhoods.	Apr 9, 2013 8:10 AM
19	Any improvements to bicycle and pedestrian paths will help Madison become a safer and more appealing city to live in and work in.	Apr 9, 2013 7:37 AM
20	I see pedestrians running and getting stranded in the median quite frequently. I see car drivers getting desperate to make left hand turns onto and from University Ave when they really shouldn't. Bicycling between Shorewood Blvd and University Bay Drive can be circuitous.	Apr 9, 2013 7:23 AM
21	Excellent work making University Avenue much easier to drive on these days.	Apr 9, 2013 6:56 AM
22	Greater non-motorized vehicle environment needed.	Apr 9, 2013 6:54 AM
23	#6-If I have to travel down University Ave during rush hour I do. It's not really avoidable.	Apr 9, 2013 6:54 AM
24	I don't use this section of University Ave. often, and only very rarely during peak times, but I don't encounter any significant problems when I do drive there.	Apr 8, 2013 1:39 PM
25	The flashing yellow turn left signals should have a green option.	Apr 8, 2013 11:59 AM
26	I recognize the improvements from the West University Ave construction this last year. Thanks. I fully support expanded bicycle infrastructure. My primary concern is the "incomplete" trails along University that goes along Marshall Court and on campus after the pedestrian bridge parallel to Campus Drive. Thank you!	Apr 8, 2013 10:19 AM
27	The lack of green arrows at capital ave makes the intersection unsafe for left turners. Occasional green arrows are needed at rush hour to improve safety. The city plan to use green arrows only when three cars are waiting sacrifices safety for expediency - this is shameful and unacceptable.	Apr 8, 2013 9:45 AM
28	I thought most of the improvements were done a few years ago when we experienced staggered and restricted lanes. There's more to come? What a nightmare that will be.	Apr 8, 2013 9:20 AM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

29	Some sort of ped/bike crossing over University would encourage more bike and less car traffic.	Apr 7, 2013 3:33 PM
30	I think the City needs to consider a limited access (possibly overhead) lane to get folks between Segoe/Midvale and University Bay. Campus Drive has been very effective, and something similar is needed further west.	Apr 7, 2013 2:32 PM
31	Major concern - ped/bike crossing at Highland Ave trail crossing. University Ave(parallel to Campus Dr) should have only two lanes auto(one each way) and bike lanes all the way from ramp(heading East) Bike lanes should continue heading East on University Ave from Hill St to exit ramp. Thank you.	Apr 7, 2013 1:14 PM
32	My biggest concerns: Difficulty of crossing University Ave at Flambeau pedestrian crosswalks due to high speeds, aggressive driving, lack of signage. Dangerous bike/ped areas: missing bike path connection between University Bay and Marshall, dangerous and difficult bike path crossing of HIghland Ave at rush hour.	Apr 7, 2013 8:54 AM
33	I think that, for cars, the area moves pretty well during rush hour. It is more crowded, for sure, and it takes a little extra time, but we live in a city; sometimes there is a minor inconvenience because of the rush hour. I do, however, agree that a bike path that connects the Blackhawk path to the path near Neilsen would be nice, and certainly one from the SW bike path to Blackhawk would be nice. I have to ride on the sidewalk along Midvale to get through.	Apr 7, 2013 5:05 AM
34	lake mendota drive is rapidly becoming an alternative shortcut, and it's not a question of if there will be a tragic auto/pedestrian accident, but when there will be one.	Apr 6, 2013 9:07 PM
35	As a motorist, I have greatest concerns about the problems with left turnings and U turns on Univ. Ave.	Apr 6, 2013 6:35 PM
36	additional streetlights in my neighborhood (Craig Ave/Norman Way) have increased safety for pedestrians crossing street and turning L or R onto Univ Ave during peak traffic times. The bike path now gives a place for family to ride and stay out of traffic and off sidewalks. I wish the bus stops had more seating, new bus shelters have less and what was replaced is less comfortable material.	Apr 6, 2013 5:49 PM
37	Most of the time traffic flows well, we travel downtown and back quickly. I would really prefer a more continuous bike path toward downtown/campus.	Apr 6, 2013 5:37 PM
38	Respect of pedestrians and bikers by drivers of motor vehicles is always an issue. Especially in my neighborhood, where there are no sidewalks, roads are not only for motorized traffic, but primarily for pedestrians, dog-walkers, and other vehicles.	Apr 6, 2013 5:15 PM
39	It can be very difficult to cross University by foot/bike. Pedestrian right of way is not recognized by many drivers. Turns on to University Bay Drive from University can be difficult. The lights are timed well during the 7:00 - 8:30 hour, but then it seems the timing for turns is shortened shortly after. The street congestion on University Bay Drive leads to back-ups on University. Bus stops at the railroad tracks, pedestrian traffic and general congestion can lead to	Apr 6, 2013 4:32 PM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

	inability to make the turn while the green arrow is showing. Too many people rush through the intersection on the red light. There has been an increase in pedestrians in at this intersection. Focus should be placed in this region. Thanks	
40	The small modification that would be appreciated (per my answer to number 7) would be the turn going to the UW Hospital (on University going toward the capitol). In the morning rush hour, the massive amount of cars trying to make a left there actually create a line that blocks one of the center lanes of traffic because the turn lane is too small. If the turn lane were larger this wouldn't happen. It's frustrating to see all the cars making a left turn roll back in a line that curves out of the turn lane blocking the left center lane--because after you bypass this area, the left center lane is completely empty up the road for several blocks (it's just no one can use it because of all the cars overflowing from the left turn lane blocking it).	Apr 6, 2013 4:01 PM
41	traffic congestion needs to be considered in perspective of other more major concerns. How long does congestion last? How much $$ should be spent on a couple of hours. Many times/days Uni Ave is pretty empty.	Apr 6, 2013 9:56 AM
42	No good alternates to University Ave, so it needs to work as efficiently as possible.	Apr 6, 2013 7:18 AM
43	I want a green left turn arrow from University to Capitol Ave. Many neighbors are unhappy and it is a danger to turn left. It is in essence a safety issue that the DOT chose not to deal with	Apr 6, 2013 5:25 AM
44	Love the improvements in Spring Harbor where I live. Safe left turns and safety islands for pedestrians. Sidewalks too! 50 mph is too fast for in town driving and I wish there would be a crackdown on that. A sign explaining how sensored lights work would also be helpful---still see people making illegal left turns from Spring Harbor Dr through long red lights.	Apr 6, 2013 5:10 AM
45	More, better, cheaper mass transit	Apr 6, 2013 4:19 AM
46	Crossing university Bay Drive on the current bicycle route is inconvenient and dangerous. Automobiles are often courteous and will let you cross but the recent widening now forces bicyclists and pedestrians to cross an extra lane and I have witnessed many near accidents.	Apr 5, 2013 6:40 PM
47	Provide more overhead signs to position traffic well in advance for (west to east): UW Clinic (left lane), UW Emergency Room (left lane), UW Hospital (right lane) and a THTOUGH LANE to Campus. Advance signage should minimize last minute lane changes and increase the traffic flow.	Apr 5, 2013 3:28 PM
48	Speed remains a big issue. Not safe for pedestrians or bikes	Apr 5, 2013 10:46 AM
49	For those who commute by bike, it is especially difficult to cross Old Middleton Road near EauClaire Ave to get on to the bike path. I would take my bike more often if that could be corrected.	Apr 5, 2013 10:36 AM
50	A month ago, I nearly struck a bicyclist who crossed Highland Avenue on the	Apr 5, 2013 8:15 AM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

	bike path, traveling west, while I was in my car, traveling south towards the Univ. Ave. westbound on-ramp. I was in the right lane and couldn't see him because a bus next to me, in the left lane, obscured my vision of the bike path. I started to move when the light turned green, but was able to brake in time. Can a traffic light for the bike path be installed?	
51	My concern? 1) Pedestrians & bicycles that do not cross at controlled intersections. 2) Drivers that stubbornly insist on making left turns at uncontrolled intersections.	Apr 5, 2013 7:05 AM
52	Keep up the good work. Appreciate the thoughtful multi-modal transit options available in Madison.	Apr 4, 2013 8:43 PM
53	Seriously worried about impact on commuter bikers once the apartment building behind the Xmas trees is completed!!! (Immediately west of VA). That is the only way to bike from the West and it will be insane!!!	Apr 4, 2013 7:44 PM
54	I don't get off the bus and shop because it's too hard to cross certain intersections as a pedestrian. I don't do bike/bus to work because of a few intersections. I "fly over" daily because it's too dangerous for non-cars to get through the few bottlenecks.	Apr 4, 2013 7:30 PM
55	More needs to be done to make cycling safer along University Ave. In particular, the west-bound painted bicycle lanes along University are tremendously dangerous. It is just a matter of time before a cyclist is killed by a car or bus. Recommend expanding the east bound separated cycling lane and making it 2-directions -- both east and west bound. Further, the intersection of Campus Drive / University Ave / Babcock Dr is just a nightmare for cyclists.	Apr 4, 2013 7:24 PM
56	It is difficult to walk along University Avenue in the highlighted area. No through sidewalk on north side of street. I sometimes want to walk to and from campus or downtown by that route.	Apr 4, 2013 6:41 PM
57	My Univ Av travel is mostly non-peak. I drive a bus for a retirement facility & travel from Target to Walgreens without significant difficulty.	Apr 4, 2013 5:54 PM
58	The new section of University was never plowed to allow bikes in the bike lane this winter--completely useless if not plowed! Cars go way too fast down Old Middleton to be safe.	Apr 4, 2013 5:29 PM
59	The infrastructure is fine, it's the aggressive driving that is a concern. Police enforcement during peak times may modify this behavior	Apr 4, 2013 3:33 PM
60	The traffic lights seem to be poorly coordinated. Often you might stop at every light between U Bay Dr and Segoe. I think this prompts drivers to run red lights.	Apr 4, 2013 3:33 PM
61	Major modifications are grossly needed for Marshall Ct. There are too many people who use it daily to ignore the problems. Difficulty turning both dorectgions from Marshall Ct. to University Bay Dr. Parking/congestion. There is more pedestrian/bicycle traffic here that in many other places in the city. The railroad is functional, meaning it has a great effect on pedestrian and car traffic. The retail affects parking and car congestion. There is only 1.5 ways out of Marshall	Apr 4, 2013 2:41 PM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

	Ct. (L or R on UBD, right on University). The speed limit is 20 MPH, and most people push that. The stop sign facing south coming in from University Ave. is often times ignored. There is no continuous sidewalk, meaning pedestrians must walk in street. The current construction limits traffic mobility even firther. Thanks.	
62	I moved to Middleton from Chicago in June 2012. Based on what I'm used to, the current traffic levels do not seem like a major issue to me, but I could see it becoming a issue later down the line. I was a little shocked two large business were allowed to be built adjacent to each other just west of Whitney Way on University. That should be a train-wreck at rush hour.	Apr 4, 2013 2:07 PM
63	I recently retired, so work commute is not an issue. I mainly use the University corridor for errands and events such as Overture Center. I think bike path modification needs might be fairly modest. Dealing with the auto congestion would probably require major changes.	Apr 4, 2013 2:05 PM
64	I would ride my bike more often if there was a bike path along the major commuter route of County M and Allen Boulevard in Middleton.	Apr 4, 2013 1:43 PM
65	A perfect corridor for a light rail system. Need safe crossings for peds and bikes. Traveling south across Univ Ave onto Midvale, light is not long enough for a bike to get through.	Apr 4, 2013 1:23 PM
66	I do not know why there are so many pedestrian crossings. If we want people to take them seriously, they need to be: A)Reasonably spaced. B) WELL PAINTED!! and C) With clear signage as to what they are, and what the fines are. Pedestrians as well as drivers need to be reasonable about how much in a hurry they are in, and sometimes people are just trying to "make a point" that they are in the right. Politeness goes a long way, and I believe people need to allow more time to travel by any method they use.	Apr 4, 2013 12:37 PM
67	Weekdays around 5pm, University Avenue and Campus drive are 1) very congested with car and bus traffic, 2) when not backed-up, traffic speeds are very dangerous for bicyclists and 3) neither have good bike lanes. When I ride my bike, I work to avoid these roads by taking neighborhood streets through Shorewood and around UBay fields to the lakeshore bike path. Improved bike lanes on Old Middleton Road would be a wonderful improvement, as lanes are very narrow (particularly near Konoche's and the Oakcrest Tavern) -- this area is very narrow and congested and can be dangerous.	Apr 4, 2013 11:57 AM
68	1. There must be a better way for bikes between Shorewood Hills & the Campus Dr path. 2. Dangerous crossing for bikes at Highland/Campus Dr path 3. Poor condition of Campus Dr path near WVDL	Apr 4, 2013 11:50 AM
69	Concentration should be on improving paths for bicycles with encouragement for others to get out of their cars	Apr 4, 2013 11:20 AM
70	The modifications needed in #7 are mostly a need to provide real north-south pedestrian safety between Shorewood Blvd and Midvale. Also, the inclination on the part of Shorewood Hills to periodically harass bicyclists on the road behind the Credit Union just adds to the factors weighing against bike travel. And, as in any of our faster intersections, we need to start ticketing red light	Apr 4, 2013 11:04 AM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

	runners at Shorewood and University.	
71	The congestion is really only during rush hours so people just need to be patient. It would be nice to have the bike connections more clearly marked. There definitely is a disconnect issues in the two areas listed above.	Apr 4, 2013 8:29 AM
72	As development increases the traffic in/out from Old Sauk Road will continue to increase. It is not cost effective to modify except for bikes and pads.	Apr 4, 2013 8:26 AM
73	The Midvale intersection is the worst part. Long waits in every direction; that stretch is made worse by too many people constantly lane jumping.	Apr 4, 2013 8:26 AM
74	The "modifications" I would advocate are those that would reduce auto traffic and increase bicycle traffic and public transportation. Dedicated bus lanes, more buses, more bicycle path connectivity. In the future, perhaps commuter rail, street cars, etc.	Apr 4, 2013 7:11 AM
75	Because I retired last June, I am not as affected by the corridor as I used to be, and I used to try to time my departure from work to be ahead of or after the greatest congestion. My concerns now revolve around missing bicycle connections.	Apr 4, 2013 6:41 AM
76	Four-lane (2-lanes each way) was great! Kept traffic moving a lot better. Lane shifting is nuts! Eliminate the zig-zagging from inside to outside lanes, etc.-- and narrow the bike lanes to about 1/4 or the width it now is on campus drive-- very confusing -- people don't know if they should be driving in that lane at all, so all get into the one-traffic lane and it takes forever to get down to Breese Terrace area, or heading back out to Campus Drive/Univ Ave.	Apr 4, 2013 6:40 AM
77	Please finish the bike paths , concentrate traffic on Univ Av-Campus Dr. Get more drivers into buses...	Apr 4, 2013 5:56 AM
78	The intersection of Old Middleton Avenue and Countryside Lane is dangerous for those of us on Countryside Lane. We need a caution sign and the brush needs to be cut back on a regular basis!	Apr 4, 2013 5:19 AM
79	A commuter rail would certainly help ALL of the issues.	Apr 4, 2013 3:57 AM
80	The eastern intersection of Campus Dr. & Univ.Ave. was made worse by the recent reconstruction. The curve is too sharp, the lanes too narrow and the traffic too fast. Drivers do not, and some trucks and busses cannot, stay in their lanes and it is frequently a frightening experience to go thru there.	Apr 3, 2013 10:10 PM
81	Off street bike paths, especially the missing part identified in the survey (question 5), would be most important to me. Thank you for asking.	Apr 3, 2013 8:41 PM
82	My wife and I also bike in along Lake Mendota Drive, when weather permits.	Apr 3, 2013 8:10 PM
83	The new UA corridor has some really stupid features! The U-turn lane E-bnd near Laurel Crest should be AT LC! At its present location, it is worse than useless; IT IS A HAZARD! It is just far enough below the crest of the hill that it is BLIND, especially in the winter with snow banked up in the median. It is an invitation to a T-bone. It needs to be moved east to LC! Having only one fully	Apr 3, 2013 7:45 PM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

	functional, unsloped entry to eastbound onto UA (Spring Harbor Dr.) is totally inadequate for this neighborhood. Capitol Ave. and Blackhawk Dr. are difficult to use on slippery winter mornings and SHD goes right by a school during class rush. Who thought this was a good idea? The smaller roads like Laurel Crest can be very useful getting onto UA when other entries are distressed. Please reopen LC to UA access! The flashing yellow arrow at Capitol Ave turning left off of UA is useless. There needs to be a GREEN turn arrow sequence. Flashing yellow arrows are a flawed concept; it teaches drivers to ignore yellow lights in general and to take chances crossing oncoming traffic. Boneheaded. Many of the man-hole covers on the new UA are not smooth enough. They cause drivers to swerve to avoid unreasonable bumps. A new road should be better. In general, I deplore the restriction of the traffic grid into arterial only flow. This reduces the flexibility of the matrix and makes it much more vulnerable to disruption by accidents/catastrophes, etc.	
84	Sidewalks on Ridge MUST accompany ped crossing to the north, University Station. Bike Path east of Shorewood Blvd is also a must have.	Apr 3, 2013 7:41 PM
85	It's nice to see a neighborhood survey done for this unlike what was done in the recent past for the Old Middleton Road project	Apr 3, 2013 7:27 PM
86	On a bike, there needs to be a way to cross University Bay Drive (from/to Shorewood going east/west) on the bike paths. There is too much traffic there to cross safely. There needs to be more over-2-hour street parking for people who have to drive. Turning left from Hill St. on to Univ. Ave. is quite dicey.	Apr 3, 2013 7:12 PM
87	1. Major danger to bicyclists crossing Highland Ave on Campus Drive bike path 2. Inexplicable lack of connecting bike path between Shorewood Hills & Ubay Dr (there seems to be plenty of railroad ROW)	Apr 3, 2013 6:58 PM
88	Please complete the bike path!!!	Apr 3, 2013 6:53 PM
89	Please improve bike path/ reduce its presence on Old MIddleton Road, cut over to new Digestive Center and then get it into Shorewood ASAP This would offer a much safer way than trying to bike on Old Middleton Road. I refuse to use Old Middleton Road although I would like to be able to connect to lake short bike path. Similarly, iIt is not possible to walk on a sidewalk along Old Middleton Road to Copps or Whole Foods or the Square without constant switchbacks and taking weird turns. The grass/ground at the old DOR building/Pyare Square is a nightmare. I have friends who moved from Madison because they could not walk from westside to Downtown.	Apr 3, 2013 6:50 PM
90	bus transfers should be available at university ave and major north south streets	Apr 3, 2013 6:48 PM
91	Only concern is the missing east-west bicycle/ped path thru Shorewood, not a major problem but would be nice if it was more designated. Traffic is traffic it will always be there and it isn't like it is terrible right now.	Apr 3, 2013 6:36 PM
92	Time the traffic signals to the current speed limit. I.e if you go the speed limit you should never get a red light as on Johnson/Gorham. Time for W-E before noon and E-W after noon	Apr 3, 2013 5:54 PM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

93	I'm not typical, since I am retired from the University and don't go down there every day and not at all during some seasons of the year.	Apr 3, 2013 5:48 PM
94	Nothing needs to be done. Don't waste the resources.	Apr 3, 2013 5:46 PM
95	Last year ADA compliant pedestrian ramps were built on the south side of University Ave across from Spring Harbor school. Those ramps were snow covered for several days after each snow storm and may be hazardous for pedestrians or people in a wheelchair or with a walker.	Apr 3, 2013 5:33 PM
96	if it costs money or adds another bike lane or a damn useless roundabout or speed thing in the road... stop --they don't work, cost too much of my tax $$ that can be put somewhere else and only look good on paper. some engineers wet dream.	Apr 3, 2013 5:08 PM
97	Just completed work west of Segoe made University Ave worse, not better. It makes sense not to allow left turns from small streets such as Baker Ave. onto University Ave., but the new U-turn is a hazard as well as an annoyance. The size of the traffic gap needed to make the U-turn is much larger than the gap needed for a simple left. Also, the timing of the signals on University Ave. is poor, so that drivers frequently get reds at every intersection. A minor adjustment would be capable of fixing this.	Apr 3, 2013 4:52 PM
98	Some manholes are quite recessed causing jarring bumps that some traffic somewhat dangerously try to avoid. This is especially noticeable in westbound far right lane in front of UW Credit Union.	Apr 3, 2013 4:42 PM
99	Hazard(ped/car)-rt turn on red out of Rose Pl (by copps) onto Univ. - Should be no turn on red. Also bike hazard (univ bike trail& highland)	Apr 3, 2013 4:07 PM
100	The bike path leading up to the bridge at whitney way but not being connected across it is awful. I've seen multiple bicyclists get caught there because they weren't aware the path didn't cross the bridge. This is dangerous and very difficult for the bicyclist to remedy once caught there.	Apr 3, 2013 4:02 PM